Exeter Airport Airspace Change Proposal

Design Principles Questionnaire

Document Details

Reference	Description
Document Title	Exeter Airport Airspace Change Proposal
	Design Principles Questionnaire
Document Ref	71189 012
Issue	Issue 1
Date	29th April 2019
Client Name	Exeter & Devon Airport Ltd
Classification	

Issue	Amendment	Date
Issue 1	Initial	29th April 2019

Approval Level	Authority	Name
Author	Osprey CSL	
Internal Approval	Osprey CSL	
External Approval	Exeter & Devon Airport Ltd	

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Glossary

Acronym	Meaning
aal	above aerodrome level
ACP	Airspace Change Proposal
ACAS	Airborne Collision Avoidance System
ANSP	Air Navigation Service Provider
AONB	Area of Outstanding National Beauty
ARP	Aerodrome Reference Point
ATC	Air Traffic Control
ATM	Air Transport Movement
ATS	Air Traffic Service
ATZ	Aerodrome Traffic Zone
CAA	Civil Aviation Authority
CAP	Civil Aviation Publication
CAS	Controlled Airspace
CAT	Commercial Air Transport
CTZ	Control Zone
CTR	Control Area
EDAL	Exeter & Devon Airport Ltd
FAS	Future Airspace Strategy
ft	feet
GA	General Aviation
GNSS	Global Navigation Satellite System
IAP	Instrument Approach Procedure

Acronym	Meaning
IFP	Instrument Flight Procedure
IFR	Instrument Flight Rules
nm	nautical mile
RA	Resolution Advisories
SID	Standard Instrument Departure
SSSI	Site of Special Scientific Interest
STAR	Standard Instrument Arrival
VFR	Visual Flight Rules

1 Introduction & Background

1.1 Context

The current UK current airspace system was designed many years ago; since then ever-increasing air traffic congestion has led to reduced airspace efficiency. Improvements in aircraft technology and performance now present an opportunity to modernise UK airspace and flight procedures. Such modernisation also allows the UK aviation community to exploit opportunities to enhance the overall environmental performance of the airspace system, where these exist.

Over the last few years, the majority of UK airports, including Exeter Airport, have been modernising their Instrument Flight Procedures (IFPs). IFPs is a term used to describe the published profiles aircraft fly over the ground, both in plan and elevation view when arriving at and departing from an airport. Modernisation will ensure that operations at UK airports can be conducted more efficiently for the benefit of both operators, fare-paying passengers and local communities.

Exeter & Devon Airport Ltd (EDAL) has identified a requirement to adapt the existing airspace structure surrounding the Airport to assist Air Traffic Control (ATC) in providing enhanced levels of information to aircraft operating in and out of Exeter Airport and to aircraft operating in the local area.

1.2 Background

This project concerns an entirely new submission of an Airspace Change Proposal (ACP) to the Civil Aviation Authority (CAA) to adapt the existing airspace structure at Exeter Airport.

EDAL plays a key part in the regional economy; therefore, it is essential that it continues to develop Exeter Airport to its full potential, while also respecting and supporting the needs of the local and transitory flight operations and aviation communities.

Despite continued economic pressures in Europe, passenger numbers at Exeter Airport have increased by 37% between 2012/13 and 2018/19 and with the introduction of new routes, EDAL anticipates that this will continue to increase in the coming years. EDAL considers that the increased volume of traffic warrants a greater level of protection for flight procedures for now and into the future. The improved protection will facilitate an additional layer of safety and improve the effective and efficient management of local air traffic.

Increased air traffic levels, changes in regulatory guidance, improved aircraft performance and enhanced navigational system accuracy and reliability have all contributed to the emerging need for a re-design of the airspace surrounding Exeter Airport. Although Exeter ATC handles the current operational issues safely and effectively on a tactical basis, the anticipated increase in traffic may result in overload situations as controllers try to accommodate more aircraft in a limited volume of airspace, particularly to the east of the Airport.

The principal area of concern regarding current operations at Exeter is one of limited protection currently afforded to commercial aircraft, including passenger-carrying airliners, operating near the airport.

In order to maintain levels of safety and enhance airspace efficiency, whilst causing minimal disruption to all aviation stakeholders, Exeter propose to establish new airspace around the existing Exeter Airport Aerodrome Traffic Zone (ATZ) that will:

- Safeguard routinely utilised flights operating under Instrument Flight Rules (IFR) at Exeter Airport.
- Ensure safe separation between the IFR traffic and promote proactive coordination of traffic operating under Visual Flight Rules (VFR) near the Airport.
- Protect aircraft operating within the Visual Circuit at Exeter Airport that routinely need to extend beyond the boundary of the ATZ.
- Enhance efficiency by providing airspace that will reduce the instances of avoiding action.
- Reduce traffic delays on the ground and in the air.

The rules regarding the provision of an Air Traffic Service (ATS) to aircraft in Class G airspace are designed to minimise the risks to all aircraft. The ability of air traffic controllers to intervene with traffic avoidance instructions, given the rates of closure and climb/descent profiles, is limited. On initial departure and final approach commercial aircraft also have limited manoeuvrability and therefore a limited manoeuvrability response to warnings. The busy Class G airspace environment at Exeter Airport has led to a number of reportable safety events between unknown aircraft and aircraft arriving at and departing from Exeter Airport in recent years:

Three Air Proximity (AIRPROX)[1] events were recorded in 2016 and three in 2018, and the airport has logged 139 observations of unknown aircraft in 11 months since May 2018. Exeter ATC continue to intervene in potential safety events every week, delaying or halting departures, providing avoidance instructions and extending departure and arrival routes. The events have included:

- 12 aircraft broken off final approach;
- 7 aircraft given avoiding action;
- 2 aircraft electing to continue approach at own risk;
- 82 aircraft were given extended routing or delayed due to unknown aircraft.

These incidents create a significant increase in workload for pilots and distract ATC from the task of ATS provision. Additionally, the arrival and departure phase of flight is a particularly busy time on the flight deck, when unexpected ATC interventions (often at very short notice) add significantly to pilot workload. While current operations are tolerably safe, a disproportionate amount of controller capacity is consumed ensuring this is the case. There have also been occasions where the prevalence of unknown traffic operating within the vicinity of the Airport could easily lead to a degradation of safety margins.

Exeter Airport continues to monitor, record and analyse the frequency of ATC intervention, and is devising a campaign to raise awareness of the importance of reporting with all commercial and private operators based at the aerodrome.

Exeter Airport understands that some people may have concerns about any airspace change. We will therefore need to ensure that this planned change balances the requirement to provide enhanced levels of information to aircraft operating in and out of Exeter Airport and to aircraft operating in the local area with the requirements of local communities, whilst at the same time minimising the environmental impacts. Transparency and engagement with local communities is at the heart of the new Civil Aviation Publication (CAP) 1616 process, and the questionnaire later in this document (Section 5) will help us to gather your views to assist in the development of Design Principles; these will serve as the framework against which the new airspace design options can be prepared. This will also help us to ensure that the new airspace is designed, wherever practicable, in accordance with the priorities of those people most likely to be affected by its introduction.

1.3 Governmental Guidance and the CAP 1616 Process

Under section 66 of the Transport Act 2000, the Secretary of State gave the CAA (the UK aviation independent regulator) a number of airspace-related functions, including: the duty to develop policy and strategy on the classification and use of airspace; to publish the UK airspace design; and to approve changes to it. Under section 70 of the Transport Act 2000, the CAA has a duty to take several factors into account when considering whether to agree to an airspace change proposal; this includes taking account of specific guidance on the environmental objectives contained within the current Air Navigation Guidance.

At the beginning of 2018 the CAA introduced a new process that the regulator and sponsors of airspace change proposals should follow when proposing any airspace change. This new process was developed to ensure a greater level of transparency and two-way engagement with local communities. The new process is described in the CAA publication (CAP) 1616, at the link below:

https://publicapps.caa.co.uk/docs/33/CAP1616E2interactive.pdf

The CAP 1616 Airspace Design process sets out the CAA's role to approve changes to airspace design[2], and to the law and policy which govern the CAA role. The guidance in CAP 1616 sets out the framework for the stages of the process and the activities that must be undertaken from the conception of the need for a change. It details what must be undertaken during the airspace re-design; the consulting and engagement requirements with those potentially impacted; how to assess the impacts of different design options from a safety, operational and environmental perspective; and ultimately how the regulatory decision will be made. If an airspace design change is approved by the CAA, the guidance also covers implementation and the subsequent Post-implementation Review[3] that assesses how the airspace change has performed since introduction and whether the anticipated impacts and benefits defined in the original proposal and decision have been delivered.

[2] Defined by CAP 1616 as: "Together, the airspace structure and flight procedures."
[3] Post Implementation Review (PIR), ideally conducted one year after implementation of the changes.

2 Exeter Airport Operations

2.1 Introduction

Exeter Airport is located within uncontrolled Class G airspace, where aircraft are not subject to mandatory compliance with ATC instructions and are only required to adhere to a small set of compulsory flight rules. Consequently, aircraft can enter, leave and transit the airspace without ATC permission. Exeter has an established Aerodrome Traffic Zone (ATZ), which is also classified as Class G airspace, of radius 2.5 nautical miles (nm) centred on the Exeter Airport Aerodrome Reference Point (ARP), expanding from ground level to 2,000 ft above aerodrome level (aal). The ATZ is the only airspace established to provide aircraft operating at Exeter Airport with any degree of protection. Pilots of aircraft within the ATZ, or requesting entry into the ATZ are required to make their presence known to Exeter ATC and comply with ATC instructions. Figure 1 provides an indication of the current airspace profile that surrounds Exeter Airport.

Figure 1 – Exeter Airport and the Current Surrounding Airspace

2.2 Current Operations

The majority of Commercial Air Transport (CAT) aircraft arrive via the N864 airway, which is Class A Controlled Airspace (CAS) (between the red parallel shaded lines that radiate

from the bottom of the diagram, oriented, north-northeast over Exeter Airport in Figure 1 above) which offers protection to CAT flying under Instrument Flight Rules (IFR)[4]. CAT is then vectored off, and below, this route into the Class G (uncontrolled airspace), to subsequently descend and make an approach to the Airport.

2.3 Airport Capacity

With the 37% increase in passenger numbers since 2012/13, , there is an associated growth in the number of CAT movements, projected to be 3% year on year growth for the next 5 years. Exeter Airport anticipates a projected increase in Air Transport Movements (ATM) of all types of aircraft (commercial, leisure, training, military etc.) in the near future. This detail is replicated from the Exeter Airport Management Business Plan is contained in Figure 2.

	FY17	FY18	FY19	FY20	FY21	FY22	FY23
Scheduled	11,509	11,675	11,889	13,612	15,766	17,302	18,692
IT Charter	1,280	1,279	1,287	1,358	1,296	1,388	1,382
Mail	499	500	495	508	506	506	508
General Aviation	9060	7874	8139	8,139	8,139	8,139	8,139
Corporate Aviation	2,050	1,948	1,793	2,110	2,215	2,326	2,442
Test & Training	11,949	11,429	12,628	11,952	11,952	11,952	11,952
Military & Official	400	716	650	661	661	661	661
Compass Swing	59	35	25	33	33	33	33
Engine Testing	180	184	212	192	192	192	192
Maintenance	401	463	504	519	519	519	519
Medical	11	8	4	3	3	3	3
Overshoots	1,128	1,258	1,303	1,298	1,298	1,298	1,298
Others	3,554	3,705	3,884	3,897	3,897	3,897	3,897
Total	42,080	41,074	42,748	44,282	46,477	48,216	49,718

Figure 2 – Projected Exeter Airport ATM

[4] The most important concept of IFR flying is that separation is maintained regardless of weather conditions.

2.4 Why is a Change Required?

The current operations of commercial and passenger carrying aircraft operating in and out of Exeter Airport in Class G uncontrolled airspace requires recurrent ATC tactical intervention. This may include the re-routing of arriving aircraft or delaying the departure of commercial passenger traffic in order to ensure the safety of all airspace users. This practice inevitably brings CAT into potential conflict with local General Aviation (GA) and transitory air traffic operating in Class G airspace, often during the most critical stages of flight.

Given the speeds, rates of climb/descent, and manoeuvrability of the CAT, the ability of air traffic controllers to intervene with traffic avoidance instructions, or for airline pilots to respond to Airborne Collision Avoidance System (ACAS) warnings, or, as they are known, 'Resolution Advisories' (RA), is limited. This difficult environment has led to reportable safety events, between unknown aircraft and aircraft arriving and departing to/from Exeter Airport, resulting in 3 Air Proximity (AIRPROX)[5] in 2016 and over 600 recorded instances of controller intervention due to unknown aircraft over an 8-year period (2009 – 2016). These incidents create a significant increase in workload and distract ATC from the task of providing a service in Class G uncontrolled airspace. Additionally, the arrival and departure phase of flight is a busy time on the flight deck, unexpected ATC interventions (often at very short notice) add significantly to pilot workload too and adds uncertainty into CAT operations. While current operations are safe, there have been occasions where the prevalence of unknown traffic operating within the vicinity of the Airport could have potentially led to a degradation of safety margins.

The introduction of an alternative airspace arrangement would mean that the routing of CAT and transitory aircraft would be more predictable and regularised. This in turn would reduce airspace traffic interactions and flight deck workload as well as reducing ATC workload. Additional benefits would be the provision of a greater level of integrity and efficiency to all local airspace users and the implementation of a known air traffic environment. Altogether, Exeter ATC would be able to provide a greater level of protection to local and transiting aircraft.

[5] An AIRPROX is a situation in which, in the opinion of a pilot or air traffic services personnel, the distance between aircraft as well as their relative positions and speed have been such that the safety of the aircraft involved may have been compromised.

3 Points for Consideration

3.1 Introduction

This section provides some information and further explanation that you may wish to read before considering your responses to the questions at Section 5.

3.2 Airspace Structure

The airspace in the UK is a complex 'invisible infrastructure' that helps a diverse variety of airspace users, including commercial, cargo, military and leisure users, to operate safely in the sky. The airspace is divided into three-dimensional segments, each of which is assigned a specific class, as depicted in the example picture at Figure 3 below. The classification of the airspace determines the flight rules which apply to the aircraft flying within each particular area and also the minimum air traffic services which are to be provided. In the UK, there are currently five classes of airspace; A, C, D, E and G. Classes A, C, D and E are areas of CAS and Class G is uncontrolled airspace.

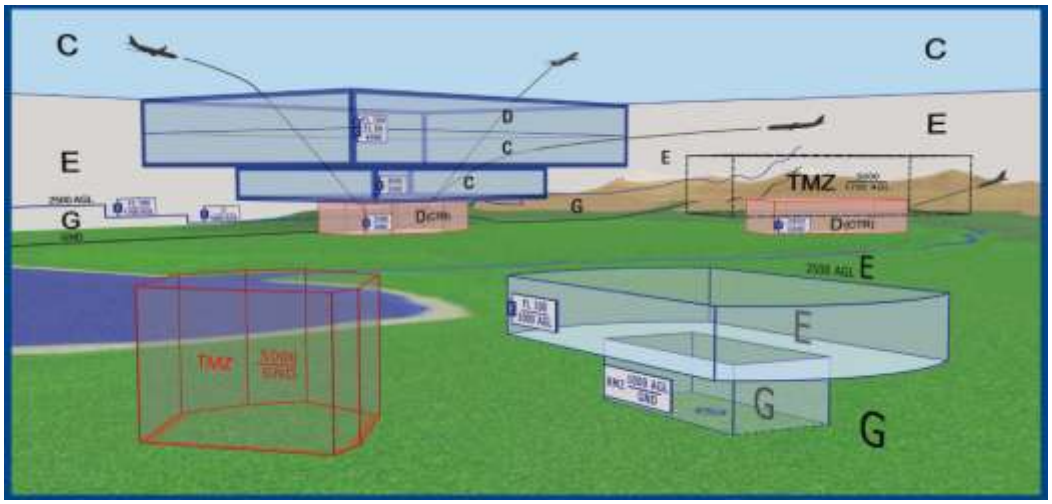

Figure 3 – Example Airspace Structure

CAS is provided primarily to protect its users, and as such, aircraft which fly within CAS must be equipped to a certain standard and their pilots must obtain clearance from ATC to enter such airspace and follow ATC instructions implicitly.

In addition to being given a class, CAS may be further defined by its type, depending on where it is and the function it describes.

- Control Zones (CTZ) – provides protection to aircraft in the immediate vicinity of an aerodrome, extending from the surface to a specified upper limit.
- Control Areas (CTR) – situated above the ATZ or CTZ and provides protection over a larger area from a specified lower limit (not necessarily the surface) to a specified upper limit.

3.3 Instrument Flight Procedures

Instrument Flight Procedures (IFPs) is a term used to describe the published profiles aircraft fly over the ground, both in plan and elevation view when arriving at and departing from an airport. There are 3 main types of IFPs; a Standard Instrument Departure (SID) for aircraft departing an airport, a Standard Instrument Arrival (STAR) for airport arriving at an airport and an Instrument Approach Procedure (IAP) for aircraft making an approach to land.

Exeter Airport does not have, and is not intending to introduce SID or STAR procedures for aircraft operating at the airport. Routing to and from the en-route airways structure will be facilitated by tactical instructions from ATC, which currently leads to the natural dispersion of aircraft around the local area, depending on the routing the aircraft needs to take. When answering the questions below, please consider that the routes aircraft take may become more concentrated to remain within the new airspace structure.

An IAP is a series of pre-determined manoeuvres by reference to flight instruments which guide the aircraft, with specific protection from ground obstacles, to a point from where a successful landing can be completed or, if the landing is not completed, to an appropriate holding point. These procedures may be flown with reference to either conventional ground-based navigation aids or with reference to Global Navigation Satellite Systems (GNSS). GNSS is the standard generic term for satellite navigation systems that provide autonomous geo-spatial positioning with global coverage. This term includes, for example, the GPS (US), GLONASS (Russia), Galileo (European), BeiDou (China) and other regional systems.

IAPs will generally only affect the flight path of an aircraft when within approximately 15 miles of the airport. In order to execute a successful landing, aircraft will need to be aligned with the runway heading for approximately the final 8 miles of the approach, so regardless of the type of procedure flown, the heights and locations overflown at this stage of flight will be very similar for all types of approaches. Exeter Airport currently has IAPs that use both ground-based beacons and GNSS technology; Exeter Airport is not intending to change these procedures with this ACP and as a result, the tracks over the ground that aircraft fly are unlikely to change.

3.4 Urban and Rural Areas

You may wish to consider the advantages and disadvantages of designing airspace that may concentrate aircraft over either urban or rural areas. Flights over more sparsely populated areas may seem to be the best alternative. However, you may also wish to consider the levels of background noise when balancing the urban and rural alternatives. Aircraft flying over urban areas will pass over a larger number of people and residences. However, in urban areas the levels of background noise are likely to be much higher than in rural areas. Consequently, aircraft noise may be masked because of higher noise levels associated with traffic and many other background activities, common in urban locations.

3.5 Open Areas

In many urban locations you may feel it is important to protect quiet or open areas (e.g. parks) by designing airspace that avoids these areas. However, in large urban areas it

may not be possible to avoid overflight of quiet areas and, at the same time, also avoid overflight of more densely populated areas. This may be because of the proximity of runways to urban areas or to the orientation of the runway itself.

3.6 Noise and Emissions

An aircraft flying a straight line directly from one location to another is the most efficient routing option because it represents the shortest distance and time between locations. When flying a longer route between the same locations (perhaps to minimise noise impacts in a sensitive area) the distance and time of the flight will increase, as will the fuel burn and associated emissions into the atmosphere. When answering the questions, please consider this balance between noise and emissions in general terms.

3.7 Time of Day or Different Operations on Different Days.

When responding to the questions, you may also wish to consider whether your comments are applicable by day or by night, or whether you feel that priorities should change over the 24-hr period, or day to day.

4 Engagement & How to Respond

4.1 Engagement

Exeter Airport has a relationship with its local communities and remains committed to involving local stakeholders who may wish to offer their views on any operational changes. It is important to Exeter Airport to conduct effective engagement in a transparent way, and in accordance with the guidance contained within Stage 1 (Define) of the CAA CAP 1616 process. We recognise the importance of capturing the views of both local aviation and non-aviation stakeholders who may wish to express their views concerning any future changes.

It is important to understand that at this stage of the process our initial engagement is limited to a selection of representative bodies and individuals who can offer views on behalf of their local organisations and communities. These views will help us to formulate some Design Principles, which you will have an opportunity to review. The Design Principles will themselves provide the framework against which Design Options for the new airspace can be evaluated. After the Design Options are drawn up, Exeter Airport will share these with the same representative bodies involved in developing the Design Principles. It is worth noting that the more detailed Design Options will be subject to a formal consultation exercise, currently planned to take place between March and July 2020.

4.2 How to Respond

As stated before, this document has been produced to help us ascertain the views of our local non-aviation and aviation stakeholders. We have developed the questions below in Section 5 and would encourage you to insert your responses in the enclosed table and return this to us as described below.

Please do not feel constrained in your response to any question. If you wish to highlight any other relevant local constraints or issues, then Exeter Airport would welcome any feedback you choose to contribute that will support the development of our Design Principles. Your responses may be operational or environmental in nature but should be those you feel are most important to you or your represented community.

Please save the file that includes your responses and attach to an email to the following address:

acpexeterenquries@exeter-airport.co.uk

In addition to the word file, we will accept scanned, hand-written responses or email responses as long as they are legible and clearly identify the question to which your response relates.

It is important that individual email responses clearly show your name and contact details; this will allow us to cross-refer to the emails we send out.

We will also accept legible postal responses to the following address within the timescales specified below:

Airspace Change Proposal
Exeter & Devon Airport Ltd
Clyst Honiton
Exeter
EX5 2BD

4.3 Focus Groups

In addition to the questionnaire attached, Exeter Airport is organising 2 Focus Groups with stakeholders, where any additional views from the discussions will be recorded. Following analysis of all the views articulated by the groups and in the individual responses to questionnaires, Exeter Airport will draft the Design Principles document, for further review and subsequent submission to the CAA.

Invitations for these Focus Groups will be sent out separately by EDAL.

4.4 Timescale for responses

As briefly mentioned in paragraph 4.1 it is anticipated that the formal consultation will be conducted between March and July 2020. Exeter Airport will ensure any views expressed through this earlier engagement activity will also be recorded to inform the full consultation report.

In order that we can use your response to support our Design Principles activities, and in particular to help the Focus Group discussions, please send us your completed questionnaire by **Friday 31st May 2019.**

5 Stakeholder Questionnaire

5.1 Your Responses

The questions below are designed to help us understand the constraints that should be considered during the CAA CAP 1616 Design Principles step of the Define Stage (1). Please insert your responses below to each of the following questions; the size of the response box will expand as you type your response. Use as much space as you need, or alternatively attach additional sheets or documents making it clear which questions you are responding to. Save this and any other documents and return as described at paragraph 4.2 above. If any of the questions are not applicable or relevant, please say so against the appropriate question.

It should be noted that wherever possible, within the constraints that procedure designers are obliged to work to, designs will be developed to avoid built-up areas.

Please complete the following:

Representative Organisation:
for example: Airport Consultative Committee; Exeter City Council; Flybe etc.

Question
Q1 - Please list any altitude constraints, together with your reasons, that you feel Exeter Airport could consider when designing its new airspace structure?
Your Response:
Q2 - Please inform us of the latest proposed timescales for any neighbouring airspace/procedure re-design projects?
Your Response:
Q3 - Please advise us of any future requirements for improved coordination (particularly adjacent/contiguous routes) between Exeter Airport and adjacent ATC units that should be considered during the development of the new Exeter Airport airspace structure?

Your Response:
Q4 - Are there any current Air Transport Movement coordination arrangements with Exeter Airport that you would like to see remain or change as a result of Exeter Airport's new airspace design? Please provide a brief description.
Your Response:
Q5 - Are there any aspects of the Future Airspace Strategy (FAS) (e.g. airway entry/exit points, existing planned or new handover points) that Exeter Airport should take into account in the design of the new airspace? Please provide details.
Your Response:
Q6 - Are you aware of anything in the CAA Airspace Modernisation Strategy that presents a risk or opportunity to Exeter Airport airspace development? Please provide details.
Your Response:
Q7 - Do you have an existing Letter of Agreement or Memorandum of Understanding or other agreement with Exeter Airport? If so, do you see this as: (a) An agreement you would like to see remain, preferably in its current form. (b) An opportunity to alter or extend this agreement – and how? (c) An agreement that is unfit for purpose (or may come to be as a result of the change).
Your Response:

Q8 - Please let us know if there are any day time or night time constraints that you consider Exeter Airport could take into account when updating its airspace structure? Please provide details and reasons.
Your Response:
Q9 - Please tell us if there are there any other operational constraints that Exeter Airport will need to consider when planning its new airspace?
Your Response:
Q10 - Please inform us of who you consider to be the other key local aviation stakeholders that you believe Exeter Airport should engage with during the process of designing its new airspace? Please provide details and reasons.
Your Response:
Q11 - Please provide details of any constraints imposed by restricted operations in the area encompassed by Exeter Airport flight operations (e.g. military operations, danger areas, restricted areas, route crossings, transit corridors, training areas etc.)?
Your Response:
Q12 - Please indicate if you feel there is a requirement for improved coordination between Exeter Airport and adjacent Air Navigation Service Providers (ATC) units that should be considered during the development of the Design Principles, Design Options and when implementing the new Exeter Airport airspace structure?
Your Response:

Q13 - Please provide details of any issues or constraints due to local helicopter operations that you believe may have an impact on Exeter Airport's new airspace design project?
Your Response:
Q14 - Please provide details of any issues or constraints due to local General Aviation operations, that you believe may have an impact on Exeter Airport's new airspace structure.
Your Response:
Q15 - Please provide details of any constraints that may be occasioned by local gliding activities on the Exeter Airport's new airspace structure?
Your Response:
Q16 - Please provide details of any impacts on General Aviation flying that you feel may be occasioned by any new airspace proposed by Exeter Airport.
Your Response:
Q17 - When Exeter Airport designs new airspace, please list the facilities in your local area that you believe could be prioritised when considering aircraft noise (eg hospitals, schools, parks, hospices etc)?
Your Response:
Q18 - Please tell us if multiple routes that disperse noise across a greater number of households are more of a priority for you than a single route that concentrates noise along a track above a smaller number of households.

Your Response:
Q19 - Please identify any other areas, in adjacent council/borough areas, that in your opinion may be sensitive to either direct overflight or exposure to aircraft noise, including during the night-time period?
Your Response:
Q20 - Do you believe aircraft conducting continuous climbs or descents to/from altitude (where this is safe to do so) may improve (lessen) exposure to noise in your local area?
Your Response:
Q21 - Please tell us the locations of any particularly sensitive wildlife habitats, not already notified (linked to Areas of Outstanding Natural Beauty (AONB), Sites of Special Scientific Interest (SSSI) etc), that you feel aircraft could avoid?
Your Response:
Q22 - Please state what principles you believe Exeter Airport may adopt to mitigate (in full or in part) any concerns you may have regarding the impact of airliner exhaust fumes or pollution?
Your Response:
Q23 - Please bring to our attention any recent or ongoing local environmental studies, you feel should be considered by Exeter Airport when designing the new airspace structure?

Your Response:
Q24 - Are there any other local development projects, perhaps currently at the planning stage, that Exeter Airport should be aware of and consider when planning its new airspace structure?
Your Response:
Q25 - Please list any other relevant local or national organisations that you believe Exeter Airport should ensure are involved in its formal consultation.
Your Response:
Q26 - Please provide the location of any future planned facilities you are aware of in your local area that could be considered sensitive to the impact of aircraft noise; please state why you feel this is necessary?
Your Response:
Q27 - Are there any areas that you feel will suffer more due to the impact of aircraft noise if the displacement of other aviation traffic were to occur due to the Exeter Airport airspace design project?
Your Response:
Q28 - If you were flying as a passenger from Exeter Airport, we would be grateful for any views you may wish to express about how Exeter Airport should consider the needs of the local community?

Your Response:
Q29 - Please advise us of any other issues or constraints you feel Exeter Airport could consider when designing its new airspace structure? Please provide details.
Your Response:

Table 1 – Stakeholder Questionnaire

Thank you for your cooperation in completing this questionnaire. Your comments will provide a valuable input to aid development of the Design Principles against which the options for the Exeter Airport airspace design can be developed.